

Salt Lake City

*Where To Go and
What To See*



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Salt Lake City

WHERE TO GO

AND

WHAT TO SEE



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In honor of Brigham Young and the Pioneers



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Salt Lake City

WHERE TO GO AND WHAT TO SEE



AS the panorama of the Far West unfolds to the transcontinental traveler, pictures are presented to him that cover every scene in the grand gallery of Nature from awe-inspiring spectacles of crags and peaks in wild confusion to the softest scenes of pastoral beauty.

There is no tedium in his travel; none of the monotony of a rush by train through a settled region and a succession of cities. All the way from Omaha to San Francisco are car-window pictures of scenic grandeur; the Great Plains smiling under the touch of husbandry; the Crest of a Continent; the beds of primeval seas; gashes in the earth where cascades and waterfalls ripple and roar; vast sweeps of gray deserts with their phantom imagery; the vine-clad slopes of the Sierras; glimpses of the distant Pacific; and midway of all, under track and train, Utah's water marvel, the Great Salt Lake.



The Road through Ogden Cañon

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When one goes by way of the Overland Route, he is following a famous path of history—the old Overland Trail—that great wagon-road which fifty years ago was the course of

“————— the restless stream
Of human lives that surged and rolled
Across the world in search of gold.”

If all the pathos and heroism of the old days on that trail could be told, the tale would be almost endless. There were deaths along it—God only knows how many—and want and hardship, and every step of the way the savagery of Nature and men contended against it; but, heedless of all, the pilgrims of the West moved over it with their long processions of white-covered wagons, conquering the deserts year by year, and storming the mountain barriers, until the desolation of half a continent was driven away, and the country beyond the Missouri was *terra incognita* no longer.

ECHO The traveler enters Utah through
CAÑON Echo Cañon where the winds and
 the waters have carved out the
 rugged and picturesque for ages.

The waters and the train descend together into the dusky depths and, winding in and out through many miles of changing scenes, emerge at last into the famed valley of the Great Salt Lake. All along the way are Nature's cathedrals, and, in the midst of them, to remind us, perhaps, of the sin in the world, is the Devil's Slide—a trough of solid rock tossed into form when the mountains were upheaved.



Ogden Cañon, Utah

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OGDEN After the cañon comes Ogden, the second city of Utah—the meeting-place of the Union and Southern Pacific and Oregon Short Line Railroads. The city dates its history back to the time of the completion of the first trans-continental railroad, and lies half on the mountain side and half in the valley at the junction of the Weber and Ogden Rivers.

OGDEN Cleaving the Wasatch, from almost the center of the city, is
CAÑON Ogden Cañon through which, for fifteen miles, a broad boulevard follows the windings of the roaring river. This cañon is the most beautiful in Utah. At various altitudes are resorts where camping, boating, fishing and hunting are enjoyed, and where the hotels are famed for their chicken dinners and the cookery of trout fresh from the stream. Automobiles go the whole length of this boulevard, and electric cars leave the Union Depot every twenty minutes for the cañon. It is only a travel-hour from Ogden to Salt Lake and the pictures of rural home-life and fertile fields along the way are framed by the mountains and the sea.

AN ARTISTIC The traveler will be greeted, at
STATION Salt Lake, by a new four hundred thousand dollar passenger station of the design of the French Renaissance, and will be shown into a waiting room, the like of which for decoration and illustration there is not anywhere. The present superstructure is



In Ogden Cañon, Utah

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the central portion of the great building that is to be, and every convenience and comfort is at hand. The feature of the station is the waiting room, and the traveler will find it well worth his while to study its artistic interior. This room is 130 feet long and more than half as wide, and has a vaulted ceiling 44 feet high. The entire floor is laid in a pattern of ceramic and the side walls are wainscot with encaustic tile. All of the decorations are in perfect harmony, and on the ceiling in softest colors are interwoven the Sego Lily and the Beehive, the emblems of Utah. It was the purpose of the builders to preserve in this room the scenes of the vanished West and commemorate important events in Utah History. On the west side are five arched art-glass windows specially designed from original sketches. The central one illustrates modern transportation by train across the Great Salt Lake, and the others the pony express, an overland coach, the buffalo, and a modern smelter.

TWO GREAT PAINTINGS But the large mural paintings in the tympanum arch panel at the north and south ends of the room are the crowning glory of the decorations. These are master-pieces of coloring and present the scenes of two tremendous events in the history of Far Western civilization — the arrival of the first band of pioneers in the valley of the Great Salt Lake, and the driving of "The Last Golden Spike" to complete the first trans-continental railroad. One ended the epoch of the wilderness and ushered in the period of the pioneer; the other marked the



A Sunday Afternoon Audience in the Tabernacle, showing the Stands of Priesthood, the Great Organ, and the Famous Tabernacle Choir

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close of wagon transportation and the dawn of the era of steam and steel. The pictures are true to nature and their portraiture is from life. They do more than depict the scenes of history for the artists have painted into them the indescribable something that comes only by inspiration — the life, the spirit, that makes you half wonder if the scenes before you are not real.

THE PIONEERS OF 1847

The painter has touched the pioneer picture with the spirit of the moment when the white-covered ox-drawn wagons of the First Company were halted at the mouth of

Emigration Cañon, and Brigham Young exclaimed, as he recognized the distant lake and the arid valley that he had seen in his dreams, "This is the place; drive on!"

THE DRIVING OF THE GOLDEN SPIKE

The other picture is of the scene at Promontory, Utah, on May 10, 1869—the wedding-day of the Pacific Railroads—the day upon which "The Last Golden Spike" was driven to complete the first

all-rail route from ocean to ocean. In the center stands steaming the old funnel-stack engine, Number 60, that was present at the ceremonies, and, before it, sledge in hand, Leland Stanford ready to drive the spike. Grouped around Stanford are the men whose mighty minds conceived and completed the great undertaking. Facing him, on the right, are Sidney Dillon, Charles Crocker, and Oakes Ames, in the



South Temple or Brigham Young Street, east of the Temple, showing two miles of the residential quarter

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order named, and, on his left, are C. P. Huntington—the man with the cape—and, next to him, with arms folded, Charles Hopkins.

THE OLD
SALT LAKE
CITY

From the time that it was a little huddle of wagons in the wilderness, more than three generations ago, Salt Lake City has been almost constantly in the public eye. The beauty of its situation and environment; the charms of its scenery and its proximity to many natural wonders, have given it distinction.

The present-day city is largely the work of creative forces set in motion by the mining and railroad development around it during the last decade, and the old Salt Lake with its crude homes and fading land-marks—the one around which the romance of history clings—has almost passed away. Old Salt Lake has been written up and down and pictured so often and so well, that to dress it now anew in print would be an impossible task. But it is still the subject of so much human interest that the visitor will linger to listen to the heroic story of early days, and will see in fancy, as the story unfolds, every scene in the wonderful moving picture of the West.

It was a speck in the desert—a light in the wilderness to the tides of humanity that flowed across the continent “In the days of ’49.” Since it was born the map of half of our land has been made. It was a sturdy infant when Marshall discovered gold, and in its ’teens when Denver was born. It saw the first pony express rider on his dash to the Pacific and



The Temple Grounds

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was a station on the overland stage line. The trail its founders made marked out the way for the first railroad across the plains, and its toilers strung the wires and poles for the first transcontinental telegraph, and built the last section of the Union Pacific.

THE NEW Let us turn now from the old Salt
SALT LAKE Lake to the new—the splendid
CITY realization of every dream of the
 founders. All of the forbidding
 scenes around it when it sprang
from the womb of the desert, have been changed by
the touch of husbandry into pictures of plenty, and
where once were the crude homes of the pioneers,
now tower the skyscrapers of a modern city.

Let us tour the city together, stopping first to visit the Temple, Tabernacle and Assembly Hall, the most interesting and important structures of the Mormon Church. These are located at Temple Square, a ten-acre park near the business center. The square is surrounded by a high wall within which are clusters of trees and an artistic arrangement of walks and drives.

THE TEMPLE On April 6, 1853, Brigham Young
 laid the corner stone, and forty
 years afterwards, on April 6, 1893,
the temple was dedicated. The dedication ceremonies were witnessed by the largest concourse of people ever assembled in Utah, many of whom came from foreign lands; during the three ceremonial weeks more than 100,000 passed through the building. The architecture is composite and the building



The Great Organ

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is one of the most beautiful and massive in the world. On the tip-top of the east central spire of the Temple, 234 feet over all, stands the golden figure of Moroni, sometimes called the Mormon Gabriel. The Temple covers an area of 21,850 feet and is built entirely of gray granite. It has six spires, three on the west and three on the east end. The thickness of the walls at the bottom is 9 feet and at the top 6 feet; the total length is $186\frac{1}{2}$ feet, and the width 99 feet.

Behind the Temple in a cluster of trees stands the great auditorium of the Mormons, the Tabernacle, celebrated far and wide for its peculiar form. It resembles the longitudinal half of a monster egg and is one of the curious structures of the world. The building is 250 feet long, 150 feet wide and 80 feet high and seats about 8,000 persons. Brigham Young built it in 1865 at a cost of \$300,000.

THE TABERNACLE A broad gallery encircles three sides of the interior, and at the open end are a series of elevated stands for the use of the different degrees of the priesthood, behind which is the great organ flanked by the seats of the Tabernacle Choir. The Tabernacle is open to visitors every secular day and well-informed guides are always present to explain its construction and illustrate, by a whisper and the dropping of a pin, its marvelous acoustics.

THE GREAT ORGAN The organ is far-famed for the beauty of its form and the range of its voice. It is not the largest; but unquestionably is the sweetest-



The Beehive and Lion House—former homes of Brigham Young. General Offices of the Church are located in Small Building in the Center

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toned instrument of its kind in the world. It consists of six complete organs and contains 5,000 pipes ranging in length from one-fourth of an inch to 32 feet. The organ was built in early days by Mormon artisans and largely from Utah materials; but has since been revoiced and greatly improved.

ASSEMBLY HALL In the southwest corner of the square is Assembly Hall, a Gothic structure having its own organ and containing a large auditorium. This is used for overflow meetings, Sunday school conferences, and for other gatherings that do not require the seating capacity of the great Tabernacle. At "conference time," when the Saints from far and near assemble semi-annually to see and hear the higher priesthood, many uses for this building are found.

THE ANNEX North of the Temple, and connected with it by an underground passage, is a building of white stone and Moorish architecture, called the Annex. This is a sort of preparation place for those who have work to do in the Temple and for those who go there to be married or baptized.

THE HOMES OF BRIGHAM YOUNG The former homes of Brigham Young are grouped around the Eagle Gate, one block east of Temple Square. The Lion and Beehive Houses are on either side of the general offices of the Mormon Church and are so called because over the portals of one is a recumbent lion by the Sculptor Ward, and sur-



The Grave of Brigham Young

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mounting the other is a beehive; these symbols of strength and industry having long been the emblems of the Mormon Church.

THE EAGLE GATE The Eagle Gate spans State Street, and was built in 1859 to control the entrance to City Creek Cañon, then the source of the city wood supply. The arch springs from four stone pedestals upon which a beehive bears an eagle posed for flight. The eagle was carved by an early day artist and is a fine specimen of wood-craft. It has looked for fifty years down the longest street in Utah, which extends south from the gate, without a crook or a turn, for twenty-two miles.

THE TOMB OF BRIGHAM YOUNG A few steps beyond the Eagle Gate on a grassy hillside rest the remains of Brigham Young and a number of his wives.

FORT DOUGLAS Fort Douglas, Salt Lake's beautiful military suburb, lies four miles east of the business center at the base of the Wasatch. The view from the garrison is regarded by travelers as one of surpassing loveliness. It takes in the entire city, the island-dotted surface of the Great Salt Lake, Saltair Beach, the smelters at Garfield, and the verdant valley of the Jordan for forty miles to the south. The car line to the Fort passes through the best residential portion of the city, and, on the way, may be seen the homes of many millionaires. Military maneuvers occur daily and are always interesting. To see



Officers' Quarters at Fort Douglas and a section of the Grand Drive. Established in 1862 by Gen. P. E. Connor, and since has been the home of many celebrated fighting regiments

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these maneuvers, the grand panorama of the valley and the beautiful arrangement of the garrison, make the trip well worth while, and most visitors include this in their sight-seeing program.

OTHER
SIGHTS TO
BE SEEN

There are numerous shady parks where summer coolness is found, and, here and there about the city, may still be seen many of the old homes of the pioneers and the early leaders of the Church. The Salt Palace, glittering with crystals from the Great Salt Lake, stands at the foot of Main Street, and, north of the city, are hot and warm springs which would be far-famed for their baths and curative properties were they located in some difficult-to-reach place. The house in which Maude Adams was born is only a short distance from the business center, and, near the Temple, under the label of the All-Seeing Eye, is the great Coöperative store of the Mormons—the largest mercantile institution in the West.

The beauty and breadth of Salt Lake's streets, with their trimmings of trees and running streams, have long been the admiration of travelers. These connect with cañon drives that lead through picturesque scenes to never-melting snows, and shaded roads that thread the fruitful valley of the Jordan.

SIGHT-SEEING
CARS

The Utah Light and Railway Company operates a system of sight-seeing cars that afford an inexpensive and comfortable means of covering the principal points of interest in Salt Lake;



Pavilion at Saltair Beach

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and this service is recommended to those whose time for going about is limited. The cars, in charge of well-informed guides, start from the leading hotels at 10:00 o'clock in the morning and 2:00 o'clock in the afternoon.

UTAH'S DEAD SEA

Eleven miles west of the city, and easily reached by rail, lies the Great Salt Lake, Utah's star attraction—the grand, gloomy, peculiar feature of the topography. This water-wonder has always been more or less of a mystery to mankind. Geologists trace it back to Lake Bonneville—an inland sea larger than Lake Huron—that one primordial day washed over Utah and, ages ago, broke down its mountain barriers and flowed away to the Pacific. The remnant of that sea, reduced by centuries of evaporation, now lies dead and desolate out in the desert. Vague accounts of the lake date back to the sixteenth century; but its real discovery is credited to Jim Bridger, who first saw it from the south of Bear River, in 1824.

There is a fascination about the lake that few can resist. It is so weird, so gloomy and silent. If solitude has the charms that sages have seen on its face, here they are intensified. Nothing lives in it; nothing can live in it; but the gulls, that drifted thither from the Pacific perhaps, no one knows when, make their home on its islands and ride on its bosom. The lake has no outlet; but many streams flow into it and all of these are fresh. The waters are salt, almost to saturation, and are of opaline green. Ordin-



The Plunge, Sanitarium, Salt Lake City, Utah

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arily its surface is placid, and then it is a looking-glass for the mountains around it; but, when storms come, the waters rage as they do in mid-ocean and no craft can withstand their fury.

The area of the lake is given at twenty-five hundred square miles; but the shore lines advance and retreat with the wet and dry cycles of the region. In 1843, John C. Fremont crossed dry-shod to Antelope Island, now eight miles from the shore. In 1902, the low levels were again reached and the waters were then more than a mile within their present limits.

A SOLID SALT LAKE

The lake has eight mountain islands, all with springs of fresh water; and, on the west shore in the Great American Desert, where

the waves have been swept inland by the winds, a sea of solid salt has been formed by centuries of deposition. This crystalized sea, 12 miles long by 30 miles wide, is said to contain 380,000,000 car-loads of salt. Under the summer sun it is a vast expanse of scintillating, dazzling white, and the mirages, that dance and quiver in the heated air above it, form phantom scenes too marvelous for description.

THE BATH IN THE LAKE

The bath in the lake and the summer sunsets will linger long in the memory of the visitor. There is no danger of drowning, for the

bather floats without effort on the waves; but care should be taken to protect the mouth and nostrils



The Bathing Pavilion at Saltair Beach from the lake

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from the solution, a very little of which will produce strangulation. More than three hundred thousand people visit the lake every year, and there is not an insomnia sufferer who will not find in a week's bathing the specific for his ills.

SUMMER The pen that would tell of the
SUNSETS sunsets—the glorified curtain that
 God hangs in the sky at the close
 of every summer day—must needs
be dipped in inks not made by mortal hands. They are the most gorgeous, the most marvelously beautiful, of all the presentations of Nature, and no artist, however celebrated, has ever been able to approach their reproduction. All that is vivid in coloring, all the hues of all the reds and all the tints and tones of rose and purple, rage in the western sky among gold-gilded cloud castles, and, as the sun sinks into the waters, softly subside; suffusing their dying splendors over valley and mountain and lake, and finally fading away into the dusk.

SALT AIR The pavilion at Saltair, one of the
BATHING largest of its kind in the world,
RESORT stands out over the waters four
 thousand feet from the shore.

 The architecture is Moorish and
the form of the main structure crescentic. On the second floor, under a central dome wider and longer than the Tabernacle, is a dancing floor that will accommodate nine hundred couples, and, beneath it, a luncheon and lounging-room of the same proportions. From each side of the dome the horns of a crescent



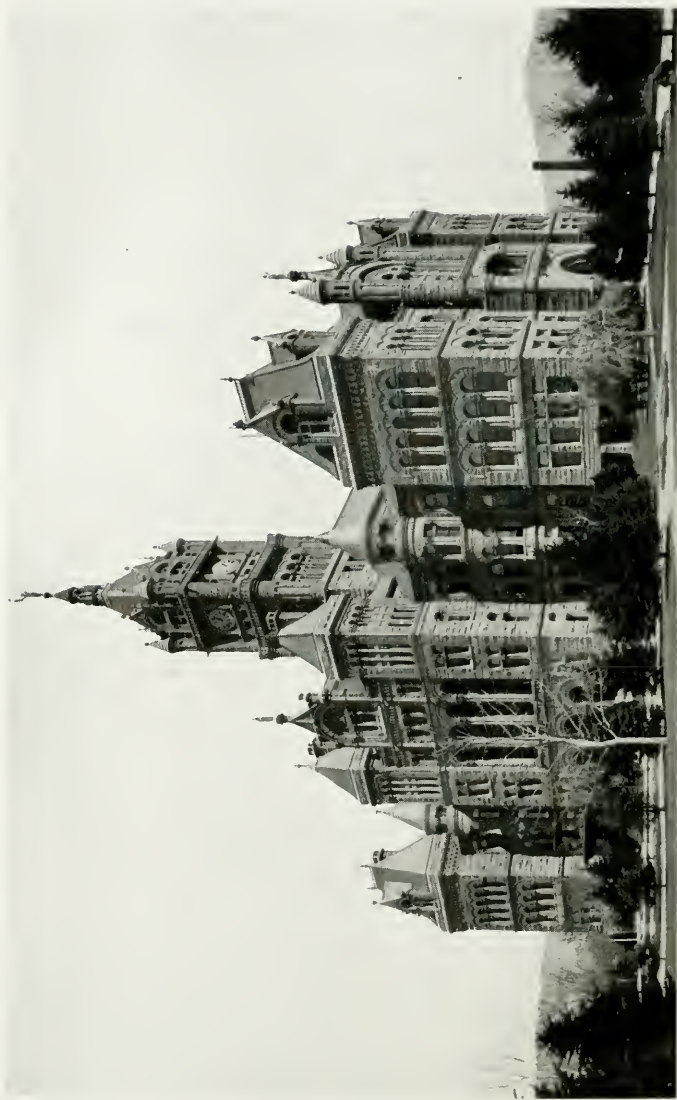
Hot Springs, Salt Lake City, Utah

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bend out over the sea. The original structure long ago proved inadequate to accommodate the summer crowds, and the piling has been extended to make way for a Midway Plaisance, a mammoth Hippodrome, a great ship-restaurant, and all the other thousand and one things that go to make up a summer pleasure place.

More than five hundred thousand dollars has already been expended upon Saltair, and every convenience and comfort has been provided by the management, which is enterprising and holds the place up to the highest standard of respectability. There are more than twelve hundred dressing rooms and many times that number of bathing suits; and the whole cost of a trip, to and from the resort, including a bath, is 50 cents.

A SIDE TRIP TO THE MINES So far, in the preparation of these pages, the thought has been to deal only with the historic and natural attractions along the way of the traveler; but the writer is reminded that, to a growing State like Utah, many are likely to come who have in mind a little business as well as pleasure; and, to these, the suggestion is made that the great mines of Utah lie almost at Salt Lake's door, and that in Bingham, Tintic, and Park City—nearby camps—may be seen mining and milling on a modern and mammoth scale. A visit to these will show the traveler how mountains are taken down and robbed of their values, and what a really great and profitable industry American mining is.



The Salt Lake County and City Building, which cost one million dollars, and is regarded as a fine example of architectural beauty

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OVER THE SEA BY RAIL

Whether one is bound east or west on the Overland Route, he will see the Great Salt Lake Cut-off, the stretch of track that spans the Great Salt Lake. From dry land to dry land it covers twenty miles of pile construction, and the traveler is carried on wheel and steel so far out to sea that the nearest land will be in the hazy distance. As an example of engineering, and of ingenious and substantial construction, there is nothing comparable with it anywhere. It was a master-stroke to thus diminish overland distance by forty-two miles, and it cost \$4,000,000 to do it; but what are a few millions when a new and wonderful scenic feature can be added to the attractions of a great railroad, and a mountain swept from the path of commerce?

SALT LAKE CITY IN FIGURES

A small handful of hard commercial facts may not be amiss after dwelling so long on the scenic glories of the City of the Saints.

Salt Lake—our oldest frontier outpost! Building account last year \$8,300,000, an increase of \$4,000,000 over previous year; bank clearings, \$350,000,000; claims 90,000 population; bank deposits, \$38,500,000; value of shares sold in mining exchange, \$16,500,000; there are 16,600 children in the schools and 500 teachers; \$7,000,000 mining dividends paid during the year; \$50,000,000 output of factories.



Public Library, Salt Lake City, the gift of the late John Q. Packard

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In 1900 Salt Lake was still scarcely more than an overgrown country village, despite the fact that it was then over half a century old.

Remembering these conditions as they were such a short time ago, one can not but be impressed in going over the same ground now. If he arrives over the Harriman system, he alights at a new modern passenger station. If he comes in over the Gould system, he passes a handsome structure owned by these interests, now almost completed. He reaches the business center over the broad well-paved streets, or he can walk up over substantial sidewalks. Pavements and boulevards are no longer novelties. The paved district is being enlarged with tremendous rapidity. Sidewalks are being extended everywhere. During 1909 over 100 miles of cement walks were laid. This is over five times as much as existed in the entire city in 1900. The waterworks system has been improved and extended, providing for a population of several hundred thousand.

On all sides the spirit of municipal improvement is in the air, has been and will be. Salt Lake is "feeling its oats." The people know they have a great city and they are going ahead with united determination to make it the most magnificent metropolis between the Mississippi River and the Pacific Coast. Millions of dollars are being spent by the city and millions more are being spent by individuals in the line of development. For all that, the general tax rate is not far from 1 per cent on the actual value of the property. This is one of the lowest tax rates in



One of the palatial homes in Salt Lake City

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the United States, and is remarkable when one considers the vast amount of municipal improvement which is in progress.

No less striking has been the change in the residence districts. Most conspicuous of the residence subdivisions has been Federal Heights. Here only three years ago was a stretch of sagebrush, although the ground itself is located close to the heart of the city. The fact that it was owned by Uncle Sam and formed a part of the military reservation, prevented its utilization for homes. The title passed to private ownership and the first highly improved subdivision in Salt Lake City sprang into being. Streets were graded and paved, sidewalks were laid, sewers, curbs, gutters, and other improvements put in, and a finished product was turned over to the city. Beautiful homes arose in place of sagebrush. Brigham Street, now a broad, well-paved boulevard, leads to this "crown of Salt Lake City." The development of Federal Heights is typical of the new Salt Lake spirit.

As a result of the rapid development thus outlined, there have been tremendous increases in values in Salt Lake City real estate. Of course, some properties have been more favored than others, but it is an undisputed fact that the actual values have risen steadily on all property in the city. Business property in some parts has tripled and even multiplied ten times in value. Some of the property in the neighborhood of the Newhouse Building could have been bought within the last ten years at \$200 per



A Millionaire's Home on Brigham Street

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foot, and now it is valued at over ten times that figure. One piece of property on Third South Street, which was bought a few years ago for a little over \$100 a front foot, changed hands since for \$1,000 a front foot and is now valued at \$1,500 per foot. And so it goes. Even in the thoroughly established old business centers property has doubled and trebled in value with successive sales.

Residence property has shared these advances in almost like proportions. The well-established sections have gone steadily ahead in values, while on the outskirts there have been really sensational advances. It was only eight or ten years ago that owners of part of the ground on which Westminster Heights now stands sold on a basis of about \$277 per acre. This property is now practically sold out on a basis of close to \$3,750 per acre, and the values are still rapidly advancing.

THE COMMERCIAL CLUB'S NEW HOME One of the most significant buildings in Salt Lake is the new home of the Commercial Club. Significant because the maintenance in a magnificent home of a sturdy club of 1,500 membership in a city like this means that the people are a unit for their home town and its prosperity—no politics, no religion, or any other element allowed to interfere with the primal object.

The building is a 6-story structure of an imposing yet homelike appearance, and in design and coloring presents something entirely new to this State in



Along the Temple Wall

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style of architecture. The building includes everything that can add to the comfort of club life. On the ground floor is a spacious and handsome rotunda which will serve as a lobby, and leading off from this will be found a most luxurious lounging room extending almost the full length of the building. The offices, buffet, and check rooms occupy the remainder of the ground floor. The second floor is given up entirely to the beautiful banquet hall with the Governor's dining room adjoining and the kitchen and service department in the rear. The banquet hall extends two stories in height, is of striking proportions, and the pilasters and ceiling beams with their relief of ornamental plaster add a pleasing grace to the imposing interior. The decorations in this room are a clever combination of green and old rose, with the ceiling lighted in soft blues and old gold. The carpets and draperies are of the richest fabrics in old rose and green. The electric-light fixtures include eight large chandeliers made up entirely of cut glass beads, prisms and pendants which will add wonderful brilliance to the room.

The mezzanine floor will be given up entirely to the ladies, and includes a parlor, rest and retiring rooms, one large dining room and four small private dining rooms. The decorations and furnishings on this floor will be in keeping with the delicacy of design suggested by the architect and will add grace and beauty to perfect convenience. The fourth floor is distinctively a man's floor, being given over to billiard and card rooms, a library and reading room. The



A Glimpse of Brigham Street

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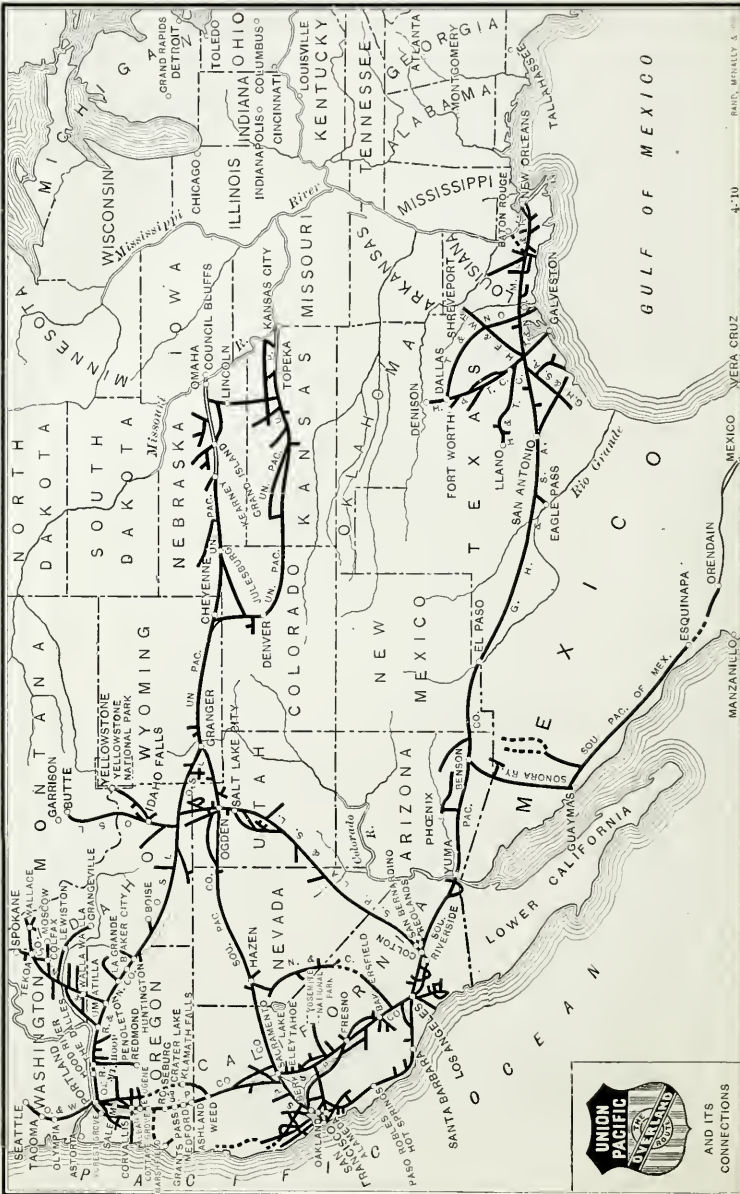
fifth and sixth floors contain forty-one sleeping rooms with baths, showers, and every other conceivable convenience. These apartments will be handsomely appointed, and the variety in wall decorations, wood-work and furniture will appeal to diverse tastes.

The great basement under the entire building is so arranged that plunge baths, bowling alleys, and a gymnasium will be given ample space with room left for barber shop, storage room, refrigerator plant and other necessities.

The building is equipped with an electric passenger elevator, a freight elevator and a double compartment dumb waiter also operated by electricity.

The entire cost of the building will be close to \$250,000 with another \$60,000 in furniture and equipment. Add to this the present value of the ground and we have an investment of nearly \$400,000.

When once installed in the new home, the promotion and publicity work of the Club will be taken up with a new zest and vigor. Much has been done already by the present administration in laying the foundation for the work of the next few years, which are expected to demonstrate a period of activity and success far greater than has ever been known before.



AND ITS
CONNECTIONS

GULF OF MEXICO

INFORMATION

Concerning fares and routes will be furnished gladly by any Union Pacific representative specified below:

ATLANTA, GA. ---	Candler Building, 121 Peachtree Street—	
A. J. DUTCHER		General Agent
BOSTON, MASS. ---	176 Washington Street—	
WILLARD MASSEY		New England Fr't and Pass'r Agent
CHEYENNE, WYO. ---	Depot—	
E. R. BREISCH		Ticket and Freight Agent
CHICAGO, ILL. ---	120 Jackson Boulevard—	
W. G. NEIMYER		General Agent
CINCINNATI, OHIO ---	53 East Fourth Street—	
W. H. CONNOR		General Agent
COUNCIL BLUFFS, IOWA ---	522 Broadway—	
J. C. MITCHELL		City Ticket Agent
J. W. MAYNARD	Transfer Depot	Ticket Agent
DENVER, COLO. ---	935-41 Seventeenth Street—	
F. B. CHOATE		General Agent
DES MOINES, IOWA ---	310 West Fifth Street—	
J. W. TURTLE		Traveling Passenger Agent
DETROIT, MICH. ---	11 Fort Street West—	
J. C. FERGUSON		General Agent
HONG KONG, CHINA ---	Kings Building—	
		General Passenger Agent, San Francisco Overland Route
HOUSTON, TEX. ---		
T. J. ANDERSON		Gen. Pass'r Agent, G., H. & S. A. R'y
KANSAS CITY, MO. ---	901 Walnut Street—	
H. G. KAILL		Ass't Gen. Fr't and Pass'r Agent
LEAVENWORTH, KAN. ---	Rooms 9 and 11 Leavenworth National Bank B'd'g—	
J. J. HARTNETT		General Agent
LINCOLN, NEB. ---	1044 O Street—	
E. B. SLOSSON		General Agent
LOS ANGELES, CAL. ---	557 South Spring Street—	
H. O. WILSON		General Agent
MINNEAPOLIS, MINN. ---	21 South Third Street—	
H. F. CARTER		District Passenger Agent
NEW ORLEANS, LA. ---	227 St. Charles Street—	
J. H. R. PARSONS		Gen. Pass'r Agent, M., L. & T. R'y
NEW YORK CITY ---	257 Broadway—	
J. B. DEFRIEST		General Eastern Agent
NORFOLK, NEB. ---	414 Norfolk Avenue—	
W. R. PARGETER		Commercial Agent
OAKLAND, CAL. ---	Corner 13th Street and Broadway—	
H. V. BLASDEL		Agent Passenger Department
OGDEN, UTAH ---	2514 Washington Avenue—	
E. A. SHEWE		City Passenger and Ticket Agent
OLYMPIA, WASH. ---	Percival Dock—	
J. C. PERCIVAL		Agent, O. & W. R. R.
OMAHA, NEB. ---	1324 Farnam Street—	
L. BEINDORFF		City Passenger and Ticket Agent
PHILADELPHIA, PA. ---	830 Chestnut Street—	
S. C. MILBOURNE		General Agent
PITTSBURGH, PA. ---	539 Smithfield Street—	
G. G. HERRING		General Agent
PORTLAND, ORE. ---	Third and Washington Streets—	
C. W. STINGER		City Ticket Agent, O. R. & N. Co.
PUEBLO, COLO. ---	312 North Main Street—	
L. M. TUDOR		Commercial Agent
ST. JOSEPH, MO. ---	505 Francis Street—	
C. T. HUMMER		Ass't Gen. Pass'r Agent, St. J. & G. I. R'y
ST. LOUIS, MO. ---	903 Olive Street—	
J. G. LOWE		General Agent
SACRAMENTO, CAL. ---	1007 Second Street—	
JAMES WARRACK		Freight and Passenger Agent
SALT LAKE CITY, UTAH ---	156 Main Street—	
D. R. GRAY		District Freight and Passenger Agent
SAN FRANCISCO, CAL. ---	42 Powell Street—	
S. F. BOOTH		General Agent
SAN JOSE, CAL. ---	19 North First Street—	
F. W. ANGLER		Agent Passenger Department
SEATTLE, WASH. ---	608 First Avenue—	
E. E. ELLIS		General Agent, O. & W. R. R.
SPOKANE, WASH. ---	603 Sprague Avenue—	
H. C. MUNSON		General Agent, O. R. & N. Co.
SYDNEY, AUSTRALIA ---	40 Pitt Street—	
V. A. SPROUL		Australian Passenger Agent
TACOMA, WASH. ---	Berlin Building—	
ROBERT LEE		Agent, O. & W. R. R.
TORONTO, CANADA ---	Room 14 Janes Building—	
J. O. GOODSSELL		Traveling Passenger Agent
YOKOHAMA, JAPAN ---	4 Water Street—	
		General Passenger Agent, San Francisco Overland Route
E. L. LOMAX	W. H. MURRAY	R. S. RUBLE
Gen. Pass'r Agent	Ass't Gen. Pass'r Agent	Ass't Gen. Pass'r Agent
	OMAHA, NEB.	

Salt Lake City

*Where To Go and
What To See*



MORMON TEMPLE SALT LAKE CITY, UTAH.

